Many backcountry dirt roads are not shown on the official park map and most remote road junctions are not signed. Travelers should possess a detailed backcountry road map such as the AAA Death Valley, Tom Harrison Recreation, or National Geographic/Trails Illustrated maps or Benchmark Atlas. These roads are subject to washouts after storms and may close or require chains in the winter.

Arrastre Springs Road

High clearance 4WD vehicles. 2 mile, dead-end dirt road off Butte Valley/Warm Springs Road. Very rocky.

Artesian Well / Salt Marsh Road

High clearance 2WD. Short dead-end road off Saline Valley Road. Access roads will be 4WD in winter.

Ashford Canyon Road

High clearance 2WD first 2 miles; then high clearance 4WD last mile of this 2.8 mile dead-end dirt road off the southern Badwater Road. Do not drive beyond the top of the alluvial fan or into Ashford Canyon.

Barker Ranch Road

High clearance 4WD. Short dead-end dirt road off Goler Canyon Road in the southern Panamint Mtns.

Black Magic Mine / Owlshead Mountains Viewpoint Road

High clearance 4WD. 5 mile dead-end dirt road off Owls Hole Spring Road. Steep and rocky.

Buckwheat Wash Road

High clearance 4WD. 6 mile dead-end road off Ibex Springs Road. Rough with deep gravel and sand.

Butte Valley / Warm Springs Canyon Road

High clearance, 2WD vehicles first 10 miles to Warm Springs mine, then high clearance 4WD the next 12 miles to Butte Valley. High clearance 4WD is required to enter/exit through Goler Canyon. Spur roads in area: Gold Hill, Willow Springs, Redlands Canyon, and Arrastre Spring. No camping first 2 miles from West Side Road. **Rough 4x4 high clearance over Mengel Pass.**

Chloride Cliff Road

High clearance 4WD. The first 12 miles of dirt road from the park boundary are high clearance 2WD. Rough in spots. Last 2 miles into Chloride City require high clearance 4WD to avoid exposed rocks and uneven road surface. From Daylight Pass (mile marker 10.1), high clearance 2WD first mile to Monarch Canyon spur road, then high clearance 4WD required the next 10 miles of rough road to Chloride City. Most of the little-used spur roads in the Chloride Cliff area require 4WD. No camping first 2 miles from Daylight Pass Road.

Confidence Wash / American Mine Access Road (starts in Bradbury Wash then provides access to upper Confidence Wash) High clearance 2WD. 1.7 mile dead-end dirt road off southern Badwater Road. No camping.

Cottonwood Canyon Road

High clearance 2WD first 8 miles, then high clearance 4WD next 10.5 miles. Soft sand, washboarded, and rough rocky areas on first 8 miles to the mouth of canyon. Some sedans make the first section but it is not recommended. Often a steep drop into wash at canyon mouth. Very rocky with deep gravel on 4WD section. Washed out and severely eroded the last ½ mile. No camping first 8 miles. **Road washed out the last 2 miles.**

Cowhorn Valley Road

High clearance 2WD. 2 mile dead-end road off the northern end of the Saline Valley Road. No camping.

Currie Well / Bullfrog Mine

High clearance 4WD. Several dirt roads north and west out of Rhyolite eventually connect to Phinney Canyon Road. Beware of nails near mine sites.

Deadman Pass Road

High clearance 2WD to Deadman Pass off Greenwater Valley Road, then high clearance 4WD required to Hwy 127. Travel is slow to Deadman Pass as the road crosses many drainages. The last 1.5 miles to Hwy 127 are in deep, loose gravel.

Echo Canyon Road

High clearance 4WD 10 miles to roads end, one mile behond the Inyo Mine. A rocky spot at the 3 mile point stops low to mid-clearance vehicles. The road beyond this has loose gravel and exposed rocks which will require 4WD for traction. Upper Echo Canyon spur road to Lee's Camp is not recommended except for short-wheel base 4WD vehicles (CCJ-5 or smaller). See Lee's Camp road for details. No camping first 2 miles or at Inyo Mine.

Eureka Valley Well Site Road

High clearance 4WD. Dirt road angles west 1.5 mi. off the Eureka Dunes Road to join at old well site (dry). Very rough and not recommended unless being used for access to smaller dunes in western Eureka Valley.

Eureka Valley Overlook Road

High clearance 4WD. 2-mile dead-end road off Big Pine / Death Valley Road near Crater Mine. Steep & rocky.

Furnace Road

High clearance 2WD spur road off of the Greenwater Valley Road. 3.4 miles to the townsite of Furnace, then another ½ mile to an old mine, road becomes 4WD and ends in another ¼ mile on top of the ridge with views of the Panamint Mtns. A 5-mile 4WD spur road to the north dead ends at the base of Coffin Peak.

Galena Canyon Road

High clearance 2WD vehicles. 5.5 mile dead-end dirt road off southern West Side Road. Watch for large rocks. This is a slow going, rock-jarring road with lots of metal, nails, etc. at mine camp area. Short spur roads at end require 4WD. No camping first 2 miles.

Giant Mine Road

High Clearance 2WD. 4 miles dead-end dirt road off Hwy 127. Ends at active mine on BLM land.

Gold Hill Road

High Clearance 4WD. 2 mile dead-end dirt road off Butte Valley/ Warm Springs Road. Very rough.

Gold Valley Road

High clearance 2WD for the first 7 miles from the Greenwater Valley Road, then high clearance 4WD as the wash narrows and tops out at a 4,400' pass overlooking Gold Valley. After 12 miles it ends near Willow Springs. There is a lot of vegetation in the middle of these roads.

Goler Canyon Road (Goler Wash)

High clearance 4WD. Rough dirt road off Wingate Road south of Ballart. Provides eastern access to park and Butte Valley from southern Panamint Valley. Sometimes impassable at dry falls after flooding. **Entrance from Panamint Valley to park boundary graded by Inyo County in late 2005.**

Greenwater / Furnace Connecting Road

High clearance 2WD for both north and south access points off of Greenwater Valley Road. Spur roads in the area require high clearance 4WD. Provides access to mining camp sites of Furnace, Greenwater, & Kuntze.

Grotto Canyon Road

High clearance 2WD first mile, then high clearance 4WD last mile. Access is via Hwy 190, 2.3 miles east of Stovepipe Wells. Deep gravel in wash bottom. No camping, day use only.

Hanaupah Canyon Road

High clearance 2WD first 5 miles to top of alluvial fan, then high clearance 4WD last 3 miles to end of road. Very rocky and rough in the canyon. In spring, road may cross water the last 1 mile. No camping first 2 miles. Last three miles rough 4x4 high clearance due to wash outs. Do not drive through flowing water.

Harry Wade Road

High clearance 2WD. 24 mile dirt road from Badwater Road to southern park boundary. Muddy areas develop quickly during times of heavy rainfall. When the Amargosa River is flowing it is 4WD high clearance or occasionally impassable. No camping first 2 miles.

Hole in the Wall Road

High clearance 4WD first 4 miles to the "Hole", then very difficult to follow the next 2 mile to the road's end due to deep gravel. The road is rough and slow going. At the end, a short spur road leads uphill to an abandoned rock quarry. It can be difficult to turn around at the end of this spur. No camping first 2 miles. **Last 2 miles very rough 4WD high clearance.**

Hooligan Mine Road/ McDonald Spring

High clearance 4WD to Hooligan Mine and McDonald Spring spur in the Nevada triangle. Rangers report that washouts in 2001 before the junction makes access to both very difficult.

Hunter Cabin Road

High clearance 2WD. Short dead-end dirt road off Hunter Mountain Road. Overgrown vegetation may scratch vehicles. Access road may be 4WD in winter or spring.

Hunter Mountain Road

High clearance 4WD. Dirt road is often impassable in winter (Nov.-March) due to ice and snow. Expect mud when wet. Carry chains. Limited signs at intersections. Key trouble spots are Jackass Spring on west side and climb from Goldbelt on east side.

Ibex Springs Road

High clearance 2WD first 2.8 miles, then high clearance 4WD the last 2.3 miles to the springs and old mining site. Road turns off Hwy 127 south of Ibex Pass. **Washed out and now very rough beyond 3 mile point.**

Ibex Valley Road

High clearance 4WD. 6 mile dirt road connecting Saratoga Springs Road with Ibex Springs Road. Loose gravel and deep sand makes 4WD with a low gear a must.

Indian Pass Road

High clearance 4WD. Dirt road provides access to top of Indian Pass from Nevada. Good map necessary.

Jackass Flat Road

High clearance 4WD. 6 mile dead-end dirt road off northern Saline Valley Road and Marble Canyon spur road. Very rough. Several short dead-end spur roads in area.

Jail Canyon Road

High clearance 4WD. 6 mile dead-end dirt road off Indian Ranch Road into west side of Panamint Mountains. Very rough road to the mine site due to rocks and washouts.

Johnson Canyon Road

High clearance 2WD first 6 miles to mouth of canyon, then high clearance 4WD the last 4 miles. Once in the wash travel becomes more difficult. Park before entering the last 0.1 mile of old roadway that is overgrown and very wet. No camping first 2 miles. **Last 4 miles very rough 4WD.**

J. O. Mine / Ulida Flats Overlook Road

High clearance 2WD first 3 miles to viewpoint, then high clearance 4WD last 2 miles to mine site. Dead-end dirt road off Hunter Mountain Road.

Keeler Mine / Ubehebe Talc Mine Road

High Clearance 4WD. Dirt road loop off southern Hiddden Valley Road.

Kunze Loop Spur Road

High clearance 4WD. 5 mile loop off of the Greenwater/Furnace connecting road to site of Kunze mining camp. Three side roads all loop back east to the north/south trending Greenwater/Furnace connecting road.

Lake Hill Road (Big Four Mine)

High clearance 2WD first 6 miles off Hwy 190, then washed out the last mile to mine site. Some vans and SUVs can carefully negotiate the 6 miles of bumpy dirt road to the Panamint Dunes hiking pull-off. No camping the first 2 miles.

Last Chance Spring Road

High clearance 2WD. 2.8 mile dead-end dirt road to spring north of Crankshaft Junction off the Tule Canyon and Big Pine Road. May be inaccessible or require 4WD with chains in winter due to snow.

Lee's Camp Road

High clearance 2WD to Lee's Camp from Nevada. High clearance 4WD with short-wheel base beyond Lee's Camp to upper Echo Canyon (CCJ-5 or smaller). Even the best drivers may do some damage going over the dry fall. There is one section that is so tight that a small 4WD can barely get through. Travel along this old road is not recommended unless part of a vehicle caravan. Rangers cannot reach you if help is needed.

Lemoigne Canyon Road

High clearance 4WD. 4.4 mile dirt road is extremely rough crossing an alluvial fan with numerous washes. The old road up the canyon is closed beyond the 4.4 mile point. No camping first 2 miles.

Lippincott Road

High clearance 4WD with experienced drivers highly recommended. Connects the Racetrack Road with Saline Valley. Very steep, narrow, winding, and rough with cliff edge washouts. Maintained only to 4WD standards. Uphill traffic has the right of way. In the lower part there is a very narrow section that is difficult for wide vehicles. Subject to closure after washouts from heavy rains.

Lost Burro Mine Road

High clearance 4WD. 1 mile dead-end dirt road off Hidden Valley Road. Very rough and washed out.

Marble Canvon Road

High clearance 4WD. 3 mile dead-end dirt road off Cottonwood Canyon Road. Loose gravel stretches and large rocks. Do not drive beyond where the canyon narrows. **Very rough due to flooding (1/05/06).**

Minnietta Road (east)

High clearance 2WD. Dirt road opposite the main Minnietta Road off Panamint Valley Road. 2 miles to junction with a road north to Hwy 190 and a dead-end spur south which becomes high clearance 4WD.

Nelson Range / Saline Valley Overlook Road

High clearance 4WD. 5 mile dead-end dirt road off Lee Flat Road. Actually the northern of two spur roads angling east off Lee Flat Road. Not bad at beginning but rough and rocky last mile.

Oriental Wash Road / Little Sand Spring

High clearance 4WD. Approx. 4 mile dirt road east off Big Pine / Death Valley Road past Little Sand Spring to park boundary. In Nevada road connects to Gold Point and Hwy 266. Deep sand and gravel on the Nevada side.

Owls Hole Spring / Microwave Road

High clearance 2WD. 30 mile, dead-end dirt road. Road becomes rougher after the first 6 miles. Road ends at abandoned microwave relay station.

Phinney Canyon Road

High clearance 2WD first 25 miles off Hwy 95, then high clearance 4WD the last 3 miles. 4WD section is very steep and narrow in places because of tree branches and rock fall. Last 2 miles impassable in winter due to deep snow. Road goes to the crest of the Grapevine Range. No vehicle travel into the canyon on the western side.

Pinyon Mesa Road

High clearance 4WD. 2 mile dead-end dirt road south off the Charcoal Kilns Road. No camping, day use only.

Pleasant Canyon Road

High clearance 4WD. Dirt road off Indian Ranch Road into west side of Panamints. Extremely rough with washouts and large boulders. Provides a loop with South Park Canyon Road.

Queen of Sheba / Carbonite Road

High clearance 4WD. Approx. 4 mile dead-end dirt road off West Side Road. Slow going. Numerous nails around mining area, carry spare tire. No camping first 2 miles.

Quackenbush Mine Loop Road / Goldbelt Spring

High clearance 4WD. Short loop road off Hidden Valley Road with 3-mile walk up old washed out road to Muletail Talc Mine. Steep and rocky. Short spur road to Goldbelt Spring is high clearance 2WD.

Redlands Canyon Road (upper)

High clearance 4WD. 4 mile dead-end dirt road off Butte Valley Road.

Rhodes Cabin & Spring and upper Rhodes wash

High clearance 2WD. 1.2 mile dead-end dirt road off southern Badwater Road is hard packed but has numerous drainage ditches that make travel slow. Road ends at the cabin. A short 1.3 mile dead end spur angles northeast into upper Rhodes wash from near the beginning of this road. No camping along road.

Saline Valley Warm Springs Spur Road

High clearance 2WD. 7 mile dirt access road to warm springs off Saline Valley Road. May be impassible after heavy rains. Road beyond springs to Steel Pass and Eureka Valley requires high clearance 4WD.

Saratoga Springs Road

High clearance 2WD. 3.6 mile dead-end dirt road starts 5.8 miles west of Hwy 127 off the Harry Wade Road. Road is in fairly good shape, but be prepared for some washboard. Amargosa River crossing will be high clearance 4WD or impassable when the river is flowing.

South Park Canyon Road

High clearance 4WD. Dirt road off Indian Ranch Road, 2 canyons south of Pleasant Canyon into west side of Panamints. Bridge allows for loop from South Park to Pleasant Canyon. See Pleasant Canyon for decent details.

Spanish Spring Road

High clearance 2WD. 1 mile dead-end dirt road off J. O. Mine Road.

Steel Pass/Corridor Road

High clearance 4WD. 20 mile dirt road is very rugged and requires 4WD, high clearance all the way. Must be able to climb narrow, sharp dry falls. Sidewall cuts to tires possible so carry multiple spares. Not graded-maintained by hand tools. Connects Saline Valley with Eureka Valley. Easier travel from north to south.

Strozzi Ranch Road

High clearance 2WD. 7 mile dead-end dirt road off Phinney Canyon Road in Nevada Triangle area of park. Rough spots with dips from minor washing. Short sections of soft sand in places. 4WD high clearance needed in winter with snow closures and lots of mud at lower elevations possible.

Trail Canyon Road

High clearance 2WD first 4 miles to top of the alluvial fan, then high clearance 4WD on last 5.5 miles. Passage is slow going with many large rocks. Right fork ends in approx. ¼ mile, left fork ends in approx. 1 mile. Mining ruins 9 miles in. No camping first 2 miles. Last 3 miles heavily eroded by winter rains. (4/29/05).

Tuber Canyon Road

High clearance 4WD. 4-mile dead-end dirt road off Lower Wildrose Canyon Road. Rough and seldom used.

Tule Canyon Road

High clearance 4WD. 6 mile dirt road off Big Pine / Death Valley Road at Crankshaft Crossing continues through Tule Canyon to Gold Point and Hwy 266 in Nevada. Road. Rough with deep sand in places.

Tucki Mountain / Tucki Mine Road

High clearance, 4WD. 10 mile dead-end dirt road off Emigrant Canyon Road. Large rocks, drop-offs, gravel, and 3 dry falls that are 3-4' high. Provides hikers access to Tucki Mountain. No camping first 2 miles.

Ubehebe Lead Mine / Corridor Canyon Access Road

High clearance 2WD. Short dead-end road off Racetrack Road.

Virgin Springs Canyon Road

High clearance 2WD. Short, 1.3 mile dead-end dirt road off Hwy 178 near Jubilee Pass. Provides hiker access to Virgin Springs Canyon. Loose gravel most of the way to end. No camping.

White Top Mountain Road

High clearance 4WD. 10 mile dead-end dirt road off Hidden Valley Road. Passable to high clearance 2WD first 5 miles, then high clearance 4WD because of 3 relatively small dry falls, 12-24". Travel beyond Burro Spring Jct. not recommended when wet or snow covered during winter.

Willow Spring Road / Upper Anvil Springs Canyon

High clearance 4WD. Short, 1.5 mile dead-end dirt road off of Butte Valley Road.

Wood Canvon Road

High clearance 2WD first ½ mile to Argenta Mine off Emigrant Canyon Road, then high clearance 4WD last 2.5 miles to end. No camping, day use only.

Roads Outside Death Valley National Park Boundary

Ballarat / Indian Ranch Road

All vehicles. 15 mile graded gravel, county maintained dirt road off Panamint Valley Road. May be washboarded. Town of Ballarat is privately owned.

Beveridge Canyon Road

High clearance 2WD. 1.5 mile dead-end road off Saline Valley Road provides access to canyon.

Cerro Gordo Road

High clearance 2WD from the west off Hwy 136 and high clearance 4WD from the east off Lee Flat Road. Steep and inaccessible from the east in winter without chains.

Crater Mine Road

High clearance 4WD. Dirt road off the Big Pine/Death Valley Road on north side of Crater Mine. Road splits into 3 spurs. North spur ends at old sulfur mine, center spur ends at overlook of northern Death Valley, and southern spur ends at old mine.

Cucomungo Canyon Road

High clearance 4WD. 13 mile dirt road along northern park boundary to Hwy 266 in Nevada.

Happy Canyon Road

High clearance 4WD. 2 mile dead-end road off Indian Ranch Road. Washed out in narrows 1/2 mile up the canyon. Moderate 4WD up to narrows then steep rock, extreme 4WD.

Hunter Canyon Road

High clearance 2WD. 1 mile dead-end road off Saline Valley Road provides hikers access to Hunter Canyon.

Jackpot Canyon Road

High clearance 4WD. Dead-end dirt road north of Pleasant Canyon Road. Ends at mill/mine site.

Lee Mine Road

High clearance 2WD. Short dead-end road off Saline Valley Road, 6 miles off Hwy 190.

Petro Road / Terry Mine Road

High clearance 4WD. 6 mile dead-end dirt road off Hwy 127 provides access to lower Greenwater Canyon.

Rhyolite Road

All vehicles. 1 mile paved, then dirt through ghost town off Nevada Hwy 374. Side roads into hills require high clearance 4WD.

Surprise Canvon Road

High clearance 2WD. 4 mile dead-end dirt road off Indian Ranch Road to Chris Wicht Camp (burned down 2006). Remnants of old 4WD road beyond Chris Wicht has been closed by the BLM and the NPS to protect riparian resources. Camping is not advised at Chris Wicht camp but hikers can park there. Panamint City is a combination of public and private land.

Vehicle Definitions

Low Clearance Two-Wheel-Drive (2WD) Vehicles

A low clearance 2WD vehicle is defined as a standard passenger vehicle with less than 8 inches of clearance from the lowest point of the frame, body, suspension, or differential, to the ground.

High Clearance Two-Wheel-Drive (2WD) Vehicles

A high clearance 2WD vehicle is defined as a SUV or truck type vehicle, with at least 15 inch tire rims or more, designed for heavier type use than a standard passenger vehicle, with at least 8 inches of clearance or more, from the lowest point of the frame, body, suspension, or differential, to the ground.

High Clearance Four-Wheel-Drive (4WD) Vehicles

A high clearance 4WD vehicle is defined as a SUV or truck type vehicle, with at least 15 inch tire rims or more, with a **low gear transfer case**, designed for heavier type use than a standard passenger vehicle, with at least 8 inches of clearance or more from the lowest point of the frame, body, suspension, or differential, to the ground, also including a means to mechanically power both, front and real wheels at the same time.

Warning about rental vehicles:

Most vehicle rental agreements restrict vehicles to paved roads. Check your contract and be aware that the rental company can charge you for damage to the vehicle outside of the contract agreement specifications.

AAA and other towing insurance may not be valid on backcountry dirt roads. Typical towing charges for remote areas within Death Valley National Park range from \$250 to \$1000 dollars or more. Most rental sedans have a small "donut" spare tire and should be driven only on paved roads and short maintained dirt roads, while most rental 4WD and all-wheel-drive SUV's (sport utility vehicles) are equipped with standard street tires rather than truck tires. On high clearance 2WD and rougher 4WD roads these tires are more susceptible to tire puncture and multiple flat tires.

Be sure that your rental vehicle has a good spare tire, that the tire is accessible and not "locked" into a key holder, and that the tools to change the tire, including jacks and wrenches, are in the vehicle and accessible.

Dirt Road Definitions

Low Clearance Two-Wheel-Drive (2WD) Roads

These are maintained gravel roads where a standard 2WD drive passenger vehicle is able to travel at low speeds, on long, dry straight-of-ways, without losing control due to wash boarding, ruts, or dips. In hilly areas or in curves, the safe speeds may be significantly lower.

High Clearance Two-Wheel-Drive (2WD) Roads

These are maintained gravel roads where a high clearance 2WD vehicle is able to travel safely at low speeds on long dry straight-of-ways, without losing control due to wash boarding, ruts, or dips. All high clearance 2WD roads may be rocky with areas or soft gravel or sand that makes travel unsafe for sedans or RVs.

High Clearance Four-Wheel-Drive (4WD) Roads

These are unmaintained roads where a high clearance 4WD vehicle, in four-wheel- drive, driven by a driver experienced in 4WD drive techniques, can drive the road without getting stuck. All 4WD roads may be rocky, with deep sand or gravel and steep hills.